1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

personal followers were unpunishable. Three *causes célèbres* of the period should be mentioned. The first was the murder in Mosul of Shaykh Sa'id Barzinji of Sulaymaniya on the first day of 1909. It was an act of defiant violence against a figure of the greatest eminence; and the aftermath of the murder convulsed the Sanjaq of Sulaymaniya. The second case was the murder of Farid Beg, General and ex-Mutaṣarrif of the Muntafiq, in Baṣra bazaar in June 1913. The third was the murder of Aḥmad Bey, Commandant of Gendarmerie in Baghdad, in August 1913.

In the urban services there was fitful progress. New buildings of some pretension appeared towards South Gate in Baghdad, in the outskirts of Karbalā and Mosul, at the 'Ashar suburb of Baṣra. The Tigris-side towns, and some of the Kurdish, developed fast. Kirkuk and Arbil doubled in size from 1890 to 1914. Halabja under its Jāf dynasty was further embellished. Military hospitals and a very few municipal dispensaries made their appearance. The Jewish hospital of Mir Elias was opened in 1910, a new building for the C.M.S. in Baghdad was completed in 1913, while their Mosul hospital shut and reopened seasonally. But medical arrangements in general remained primitive, quarantine was still largely a bribe-extracting farce, and no efforts were made seriously to combat disease or malnutrition. Street lighting improved, hotels appeared in the larger towns under Armenian or Chaldean enterprise, a cinema was opened in Baghdad in 1911.

Cross-river steam-ferries, public gardens, wider streets, a zoo, improved steel bridges, tramways, electric lighting—all these had their place in the plans of incoming Walis and Mutaṣarrifs, and in fact some success in municipal improvement—in streets, gardens, offices, and amenities—emerged from this period, though the schemes even of a Nadhim Pasha remained nine-tenths abortive. The Kufa–Najf tramway was completed during this period. A company was formed in London in 1912 by a leading Baghdadi, Maḥmud Shahbandar, for electric tramways and lighting.

In trade and commerce there was some advance. The staple exports of the territory still varied annually according to the harvest and the level of inland security. The quantities of dates, grain, seeds, gall-nuts, gums, animals and animal products, and the transit items from Persia showed slight increases. The tonnage and value of imports had been more than doubled since 1900. The increase reflected largely the needs of railway construction, partly the increased use of irrigation and other machinery and paraffin, partly a perceptibly rising standard of urban life with its greater demands for cotton cloth, sugar, tea, and matches. The moderate inroads of Russia and Germany into the 'Iraq markets are elsewhere mentioned. The great bulk of import and export trade was

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

Dulaym, and the southern Desert. At Police headquarters, control of the specialized departments of criminal and 'special' investigation, of finger-prints, passports, and training passed in these years from British into 'Iraqi hands. The Police strength, less than 3,000 early in 1921, was to exceed 8,000 ten years later: during the same period British police officers were reduced from twenty-two to twelve, 'Iraqi officers increased from two to sixty. Great progress was made in the Department of Civil Jails where, under all-'Iraqi management after 1923, prison industries were developed.

The urban life of 'Iraq, which in these years was taking its modern form and showing its differences of scene and atmosphere from those of the Turkish era, was sadly hampered in its development by poverty. This limited the activities both of the municipalities and of those central Government departments whose work was chiefly urban. Nevertheless, the upkeep and cleanness, the lighting and watering of streets, the maintenance of municipal offices and institutions, and the honesty and energy of Baladiya staffs, all showed a pronounced improvement on Turkish standards. The wearing of the characteristic 'Iraqi urban head-dress—the *sidara*, which superseded the Turkish fez—became universal in the towns. European dress, impeccable in 'Iraqi upper-class and professional circles, was adopted by more and more townsmen and by many tribal leaders who frequented the capital. Mosul was transformed, with its new streets, bridge, water-supply, public buildings, and gardens. Baṣra, extended threefold by the legacy of war-time port and base development, and now uniting the suburbs of 'Ashar, Ma'qil, and Makina, boasted new bridges, improved streets, 'Iraq's finest hospital (the Maude Memorial), and new buildings domestic and commercial. Baghdad, whose municipality ranked as a separate province in the Government hierarchy under the Amin al-'Aṣima (Guardian of the Capital), could show new buildings—the imposing College of Al al-Bayt, the Royal Pavilion, the Maude statue, and others. It possessed a modern fire service, hotels of Western type, adequate shops including some European, an improved water-supply system, branches of three banks—the Eastern, Ottoman, and Imperial Bank of Persia—scores of agencies for European goods, clubs both British and 'Iraqi, municipal dispensaries, a municipal Court. Its streets, however unplanned and still unpaved, were well lighted, crowded with wheeled traffic, and attempting wider alignment and cleaner upkeep; the adaptation of the old Tramway Concession of 1912 was still under debate. In the smaller municipalities, inadequate as were their resources compared with their requirements as now conceived, there were signs of new life in completed or initiated schemes of electric lighting, street clearance, bridges, town gardens, and a host of minor projects for which local pride was clamoring.

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

old, mere trouble and recalcitrance, but a contribution both economically and politically valuable to a modern State.

In the towns, an observer of conditions in 1950 was faced with the same dilemma as in the tribes: how extensive was the change, if any, which fifty years had brought about? Outwardly at least, it was considerable. If some parts of the towns were as narrow, airless, and planless as of old—if the same donkeys carried the same goods for sale amid the flies and jostling of the same bazaars—yet in the main traffic streets and the new quarters all was changed and unrecognizable; and modernized surroundings, with the public State services now maintained, could not but contribute to the sum of urban well-being. All the larger towns had improved approaches, modern suburbs ranging from a few villas to whole areas of planned streets, planted boulevards, public gardens, and modern public buildings[1] immensely superior to those of Ottoman Turkey, few and cheaply constructed as these buildings had been forced to be.[2] Street-cleaning services were—save perhaps in the labyrinth of an 'old quarter'—not inadequate; streets were well maintained, increasingly paved, and widened where possible. Town planning schemes were under execution with the inclusion, or the hope, of house-building developments for the working poor and for Government officials; and private enterprise in building was encouraged by the improved security, the well-kept title-registers, the development of town amenities, and the need for outlets for safe investment. In the capital a modern omnibus service—the autonomous Baghdad Passenger Transport Board—supplied all needs and would naturally be, as in Baṣra it had been, imitated in the provincial towns. Taxicabs were everywhere abundant and in Baghdad had nearly, but not quite, driven the ancient *'arabana* from the streets. Traffic control was excellent. Steel or masonry bridges had in many places besides Baghdad and Mosul replaced the primitive pontoon river crossings. Modern shops had come year by year into existence, and could provide buyers of all classes with all but exceptional needs. Hotels offered a near approach to normal European service. The cinema was well established; American, European, and Egyptian films were shown in some sixty picture-theatres throughout 'Iraq. Efficient fire services existed in the principal towns, and had well justified themselves. Systems of piped water and electrical installations for power and lighting had been constructed in all larger towns; the

[1] The mausoleum of King Faysal I, built in 1934–6, is usually accounted the finest modern building in 'Iraq.

[2] Large sums were however allotted by the Development Board to building projects for the period 1951–6: for hospitals and health institutions, ID 5,400,000: for schools, 5,400,000: for other public buildings, 5,250,000: and for housing (officials and the poor), 1,650,000.